

Capitol Region Council of Governments

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BICYCLE AND PEDESTRIAN PLANNING COMMITTEE

MEETING, December 14, 2010

DRAFT MINUTES

ATTENDANCE

Ginny Hole
Rob O'Connor
Neil Pade
Tom Gutman
Jonathan Thiesse
Chuck Guarino
Mary Ellen Thibodeau
Beth Emery
Georgette Yaindl
Bruce Cyr
David Balzer
John Pagini
Michele Lipe
Marc Nicol
Piya Hawkes
Matt Cornelius
John Waiculonis
Bill Hawkins
Marian Storch
Chris Squires
Mike Gallagher
Stuart Popper

TOWN/ORGANIZATION

South Windsor Walk and Wheelways
South Windsor Walk and Wheelways
Town of Canton
AARP
Town of Bloomfield
Town of West Hartford
Bike Walk CT
Bike Walk CT
Bike Walk CT
Town of Farmington
CT DOT
Town of Bolton
Town of South Windsor
Riverfront Recapture
Town of Enfield
CT BESB
CT BESB
Town of Suffield
CT Dept. of Public Health
CBC – Former Board Member
Newington Bicycle
Citizen

STAFF

Sandy Fry	CRCOG
Mary Ellen Kowalewski	CRCOG
Ahmed Ismail	CRCOG

The meeting was called to order by staff member Sandy Fry at 12:05.

Approval of Minutes: Michele Lipe made a motion to approve the September meeting minutes, seconded by Chris Squires. Motion passed with no abstentions.

News and Events:

Bicycle Education Program:

Sandy Fry provided an update on the Bicycle Education class for fourth graders held in September at the Eli Terry Elementary School. Copies of an article from South Windsor Life were shared. Sandy reviewed the results of the program, which included using the Bike Walk CT fleet of bicycles. Every 1 hour class had the children on the bikes for ½ hour and off bike for ½ hour. The program included 4 hours of instruction per classroom, or 12 hours total. The cost was approximately \$1,600 for 3 classrooms, which was funded through the National Highway Traffic Safety Administration grant for bike education (which came to us through the CT DOT). This type of class is ideal for 4th graders and CRCOG encourages other towns to get involved with the program. Bike Walk CT is carrying the bike ed program forward. Bike Walk CT's new executive director, Georgette Yaindl was introduced.

Trail Liability:

A group is working to restore the exemption from liability for recreational use of public lands for municipalities and groups like the Metropolitan District Commission (MDC). This issue will be raised at the upcoming CROG Municipal Services Committee meeting. Discussion ensued around these issues – is this related to the lawsuit against MDC (yes), is there a petition that bike shops can put out to get their customers to reflect their support for this effort, is there a flyer with information on the effort? It was noted that Charlie Beristain will be a good source for information regarding a petition or flyer. Will towns be supportive of this issue – probably, the CT Conference of Municipalities has recently signed on, as have five regional agencies (CROG has not taken official action yet.) Those supporting the effort are requesting that towns, agencies, and other groups sign onto their website (saveourtrails.org) with their support. Sandy will share any resources she receives (flyer, petition) with the group, so that there is consistency of message.

Farmington Canal Heritage Trail:

Copies of a Hartford Courant op ed by Sandy Fry were handed out. This article was the result of a 50 mile ride on the trail organized by Steve Mitchell between New Haven and Simsbury. Sandy mentioned how significant the ride was, in term of creating awareness and a vision for bicycling and trails in the area. She mentioned the East Coast Greenway Alliance will have their national board meeting in Simsbury April 29 to May 1 and the board members will ride the trail during that weekend. Sandy would like to piggy back onto that effort and provide an opportunity for our town officials to be inspired by what a community asset a trail can be. It was suggested that this effort focus upon Simsbury and the successes there – where local businesses, recognizing how the trail has contributed to their business, have become the biggest supporters for expanding the trail. A question was raised and CROG will investigate whether it is possible for merchants to place signs along the trail directing trail users to commercial establishments near the trail.

Bridge Trail over Route 190:

The route 190 bridge path, which links Suffield and Enfield and connects to the Windsor Locks Canal Trail has opened. Suffield and Enfield are planning for a ribbon cutting and will keep CROG apprised of these plans. We will keep the bike ped committee informed of the details.

Progress with Other Trails:

Dave Balzer asked if the Windsor Locks Canal Trail had been closed over the summer. No one was aware of this being the case. Bloomfield is working on developing a segment of the trail connection that will link the Farmington canal trail with the CT Riverfront trail system and had a positive meeting with Northeast Utilities. Progress is being made on 2 of 3 sections of the East Hartford trail that will link the Charter Oak Greenway with the Riverfront trails. Construction is expected in 2010. Bids for construction of the extension of the Charter Oak Greenway in Manchester came in very low and it may be possible to get a larger segment of trail built.

Featured Discussion:

Complete Streets Legislation:

- Sandy indicated that the legislation took effect on 10/1/10 and that it applies to both the State and all municipalities. She reminded the group that the law mandates that bicycle and pedestrian considerations must be included in all transportation projects, including planning, design, reconstruction and maintenance. For Complete Streets to be effective, planners, designers, engineers, and others involved with transportation need to look at the transportation infrastructure with the perspective of pedestrians and bicyclists, not just that of motor vehicle operators.
- The law requires that 1% of transportation monies be devoted to other users access. The DOT maintains a running tally of amounts spent on each project (they have been doing this reporting for federal funds for several years because of a federal requirement.) Tom Gutman asked if towns could report this information to CROG. The law does not include a reporting requirement or mechanism for reporting for towns. Sandy then suggested that

1% be the floor and not the ceiling. She then showed the committee members some AASHTO design books available to them from the library at CRCOG. She then mentioned a road diet webinar and passed out a handout with some text from the webinar. This indicates that roads with average daily traffic of 15000 to as high as 25000 (in special circumstances) can successfully be converted from 4 lanes to 3. These figures are based upon road diets that have been implemented around the country.

New Connecticut Bicycle-Pedestrian Policy:

- The new policy had been emailed to the committee with a request for comments. Comments received related to concerns about whether the Governor-Elect will continue this policy and how the DOT will select projects and administer the transportation enhancement funding that they will control. Sandy explained the elements of the bicycle-pedestrian policy, which included:
 - DOT will work more closely with DEP
 - STP Enhancement monies: the state will retain 50% of the funding for projects of statewide significance, the DOT will manage these projects and provide the entire local share.
 - STP urban funds can be used for bike ped projects
 - Sidewalk policy improvement – sidewalks will be treated like any other elements of a roadway in terms of funding.
 - New design manual will be developed
 - Address Bike Quick Fix issues

John Pagini noted that the DOT appears to be planning to modestly revise the design manual and this may not be sufficient. He indicated that he served on a committee in Massachusetts to assist in modifying the document to become more flexible.

He made a motion supporting the idea of CRCOG sending a letter to the DOT and the governor elect requesting a Massachusetts-like process for achieving a flexible design manual. The motion was seconded by Michele Lipe. All voted in favor.

Pedestrian Accessibility Design Workshop:

- Sandy and two other committee members attended a 2 day UConn transportation Institute workshop where participants studied accessible pedestrian design. Sandy asked if such a workshop, if we could offer it in a 2 to 3 hour format, would be useful for committee members. General agreement was had that the curb ramp/sidewalk component was most important and that signal design could be addressed briefly and that the class should be targeted to engineers.

Federal Funding Matrix:

- Sandy reviewed the federal funding matrix included in meeting materials. She mentioned that since 1991 transportation legislation (ISTEA, TEA21, and SAFETEA-LU) provided flexibility to federal funding, with regards to providing for bicyclists and pedestrians.
- A question was raised regarding funding for planning and feasibility work on proposed trails. This type of funding has been difficult to line up and projects cannot be advanced to final design and construction without this work being done first. The following were suggested as trails that need funding for preliminary work:
 - The link between the Farmington canal Trail and the CT Riverfront trails.
 - The Farmington River trail connection to Simsbury (the rail right of way has been lost in this area).
 - The CT Riverfront trail extension north
 - The CT Riverfront trail extension south.
 - Other trails that are proposed in the future (for example, links from the Hop river Trail to development nodes along Route 6.)

CRCOG will continue to seek funding opportunities for this type of work.

Policy on Trail Vendors/Concessions:

- At a previous meeting there was a request for information on how temporary vendors might be accommodated on trails (Canton has received requests in this regard.) Sandy was unable to find any examples of this, so we might be forging new ground here. She suggested that a town should consider how it would treat vendor requests for use of other public right of way, what permitting or licenses would be required, and whether a vendor stand would detract from nearby businesses. Committee members noted that the possibility of queuing on the trail must be addressed. Marc Nicol noted that at Riverfront Recapture they have found it difficult to attract food vendors – that the users of their facility are not looking to eat, but to recreate. Neil Pade of Canton indicated that local business owners are indicating a demand to locate along the trail with their requests.

Trail Striping:

- A request was made for information on striping of trails – Sandy handed out the information she had gathered.

Bike Ped Plan Implementation, Emphasis Areas for 2011:

- Sandy asked all in attendance to indicate their priorities for emphasis areas for next year by placing 3 dots on a listing of plan recommendations. The results were as follows:
 - Top Priority:
 - Advancing the regional trail priorities (seeking funding for feasibility and design to position projects to apply for construction funds)
 - Second priority (tie)
 - Survey document that can be used by town staff or advocacy groups to identify pedestrian/bicycle infrastructure needs
 - Regional design guidelines with links to published references, providing clear guidance on pedestrian and bicycle design, including checklists for siteplan review, considerations when developing plans of conservation and development, and model ordinances.
 - Third priority (tie)
 - Selection criteria for bicycle and pedestrian infrastructure projects
 - Create a regional trails fund
 - Comprehensive share the road campaign
 - Create a regional bicycle map
 - Update bike/ped plan with trail cost estimates and minor revisions
 - 4th priority (tie)
 - Regional trail maintenance guidelines
 - Evaluate the bicycle level of service of roads on the on road bike network
 - Provide resources to towns for encouragement programs (bike to work, bike everywhere, bike and walk events)
 - Provide more resources for use by police officers
 - 5th priority (tie)
 - Regular program of data collection to provide a measure of bicycle and pedestrian activity
 - Develop a campaign for the proliferation of bicycle racks

Roundtable:

The roundtable was not held due to time constraints.

Adjournment 1:30pm

Next Meeting

March 8, 2011 Rest of Schedule for 2011: June 14, Sep. 13, Dec. 13

Education

Eli Terry students lead way to bike safety

by Karen Wagner

When the fourth grade students at Eli Terry Elementary School were chosen to participate in a bike education program, it appeared that they were just learning to be safer on the roads. But really, they were traveling new ground that could mean safer biking for children all over town and — with luck and money — all over the state.

"Thanks to South Windsor, we have a proven course that we can offer to other schools," said Sandy Fry, principal transportation planner for the Capitol Region Council of Governments.

After receiving a \$22,260 grant from the National Highway Traffic Safety Administration last spring, the Capitol Region Council of Governments (CRCOG) developed a bicycle education program that offered classes for a broad audience: adults, women, town planners and engineers, and school children. Working with Bike Walk CT, a bicycle education and advocacy organization, organizers started looking for the first school to receive that training.

South Windsor was chosen because of its well-known support of cycling and walking through the Safe Routes to School program.

"We thought they might have some natural propensity for the program and they did," said Ms. Fry.

With strong encouragement from Eli Terry principal and avid bicyclist Marilyn Sewick, Beth Emery of Bike Walk CT and Eli Terry physical education teacher Susan McCabe set up the classes, consulting with other teachers to adjust schedules and make room for the one-hour classes. Everyone was willing to be flexible to accommodate the bike program.

"That really made a big difference," said Ms. Fry. "It enabled us to do it."

The 4-hour course at Eli Terry this fall was the version aimed at specifically fourth-graders.

The curriculum was based on a model from the League of American Bicyclists and all the instructors were certified by the league.

Hawaii has a similar bicycle education program for

children. Eli Terry's course was patterned after that one. Ms. Emery, Bike Walk CT's bicycle education coordinator for Eli Terry's program, was one of the instructors. She said fourth grade is an ideal time to students to receive this training because their cognitive skills and vision are developing in a more complex manner.

About 10 students out of the 65 fourth graders had very few biking skills, said Ms. McCabe. "I was surprised at the number of kids who didn't know how to ride a bike very well." Others had never ridden a bike with hand brakes or gears.

A lecture isn't adequate enough for teaching bicycle safety said Ms. Fry.

To learn to ride safely, an instructor must take the children outside and get them on bikes. Eli Terry's class had four instructors.

Half the group would get a lesson, such as the proper way to wear a helmet, while the other half practiced what they learned on bikes in the parking lot. The curriculum covered everything from making a turn properly to performing a pre-ride safety check.

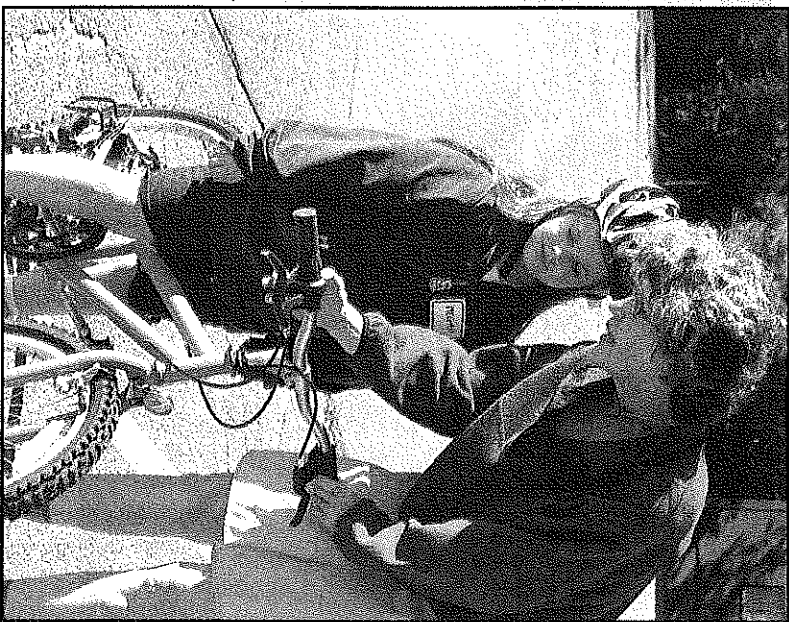
"The slow bicycle race was a favorite activity," said Ms. Fry. The one who goes the slowest is winner. The race teaches better control of the bike.

For the last lesson and with parental permission, the students rode on neighborhood streets for a real world experience.

"They could really see the practical things that could be used," said Ms. McCabe.

She said the children were excited to learn that they were the first class in the state to try out the new program. But she believes learning to ride a bicycle safely fits right into any school's physical education curriculum — teaching a lifetime skill that encourages physical activity. She plans to talk to other South Windsor physical education teachers to educate them about the program's benefits for their schools.

The goal of Bike Walk CT is to encourage biking and promote safe biking. As a planning agency, CRCOG only developed the bicycle safety program.



Sandy Fry shows Meghan Bordonaro how to work the hand brakes on a bicycle.

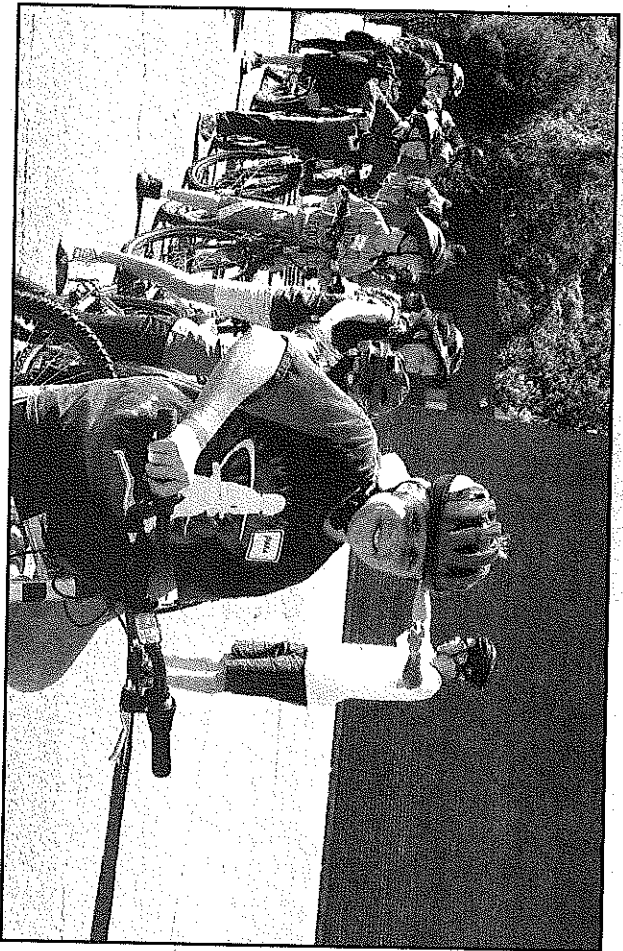
Photos by Ginny Hole

Bike Walk CT is carrying it forward, hopefully throughout the state.

Ms. Emery said her group is prepared to give the course at other schools in South Windsor and anywhere in the state if money becomes available.

South Windsor Walk & Wheel Ways, which promotes biking in town, supports Bike Walk CT's efforts and hopes to see the safety program expanded to all the town's elementary schools. Ginny Hole, the group's co chairman, said that because this program is already in existence, it is the ideal vehicle for teaching school children.

The determining factor is cost. Bike Walk CT depends on grants to pay for further education programs. The cost is typically between \$1,500 and \$2,000, which covers transporting the bikes, keeping them in good repair, and paying the instructors. CRCOG has given the local group a quote of \$1,600



Eli Terry Elementary School fourth graders line up for a bike safety class.

to teach three fourth-grade classes with an additional cost of \$400 for each class added after that. South Windsor Walk & Wheel Ways accepts donations through the South Windsor Community Foundation. Its website is www.swfoundation.org.

"This is a program that has a really great future," said Ms. Fry. "It works on so many issues at the same time: sustainable transportation, childhood obesity, physical activity, general safety." Mrs. Hole said both Eli Terry and Orchard Hill

Elementary School have good routes for children to walk or bike to school and there are plans to improve them. The schools have received an \$806,000 Safe Routes to School Infrastructure Grant for safety improvements on and near school grounds. They include crosswalks, sidewalks, pathways, handicap ramps and signage.

There are also plans to reconstruct a path from Graham Road to Eli Terry and improve a path behind the school to Brook Street. More sidewalks are in the works for Graham Road as well. Those projects will allow children to have safer walking and biking routes to school from neighborhoods south, north and northeast of Eli Terry.

A new walking path between the High Ridge neighborhoods and Timothy Edwards Middle School will link the existing sidewalk to the access drive for Orchard Hill and Timothy Edwards.

Ms. Emery said any school system would be able to do the bike safety program if it could free up at least four hours (ideally six hours) for instruction. A physical education teacher could also be trained as a certified bicycle instructor.

A few other communities, such as Berlin and Avon, have more informal bicycle safety programs. But Eli Terry is the first to benefit from this formal elementary curriculum.

"I hope to bring it back to Eli Terry next year," said Ms. McCabe. **SM**

courant.com/news/opinion/hc-op-canal-trail-vital-link-20101010,0,879633.story

Courant.com

Canal Trail Is A Path To The Future

By SANDRA M. FRY

October 10, 2010

I have glimpsed the future, and it is a 10-foot-wide ribbon of asphalt making its way from New Haven northward to the Massachusetts border.

On a recent Sunday, I joined a group of 35 bicyclists who hopped on their bicycles at the Yale University School of Engineering and followed the Farmington Canal Heritage Greenway to Simsbury. There were gaps in incomplete sections in the trail, so so we jumped off occasionally onto local roads, with some hill climbs and jockeying with traffic. But for the most part, we rode peacefully along the route of the Farmington Canal, at the gentle grades that you expect from a former canal and railroad line, experiencing the scenery of the passing landscape in urban, suburban and rural.

It was compelling to ride and to understand the transformative power of a trail winding its way through a community and linking communities. We saw trail users of all sizes and ages, from the very young to the very old, from the fit to those trying out new exercise regimes. We saw trail users on bikes, scooters, rollerblades and on foot. Occasionally we had to slow down because so many people were on the trail.

Communities are energized by this new way to enjoy the outdoors. Businesses in a couple of stores and restaurants so far have begun to market to the trail, drawing customers in the back door as well as the front. Developers have taken notice and have plans to transform old industrial sites to residential communities, allowing residents easy access to the trail.

The thoughts that kept going through my head as we rode along were: "When more people experience this, more people will demand a path near their homes," and "Every community needs one (or more) of these."

The Farmington Canal Trail is a part of the East Coast Greenway (www.greenway.org), a pathway that will connect cities along the East Coast from Calais, Maine, to Key West, Fla. In the Hartford region, the greenway will begin on the Hop River Trail in Andover and travel through Bolton, meet the Charter Oak Greenway in Manchester and East Hartford, connect to the riverfront trails, proceed through Hartford and Bloomfield and go through the gap in the ridge at Tariffville to connect to the canal trail.

Much of the route needs to be finalized and designed, but join me in imagining the possibilities of a trail that links our region from one end to the other: A regular stream of bicycle tourists riding through

Hartford as part of a longer journey, perhaps from Boston to New York City; a trail system that is an integral part of the fabric of our communities — kids biking to school, adults biking to work, and families out for daily walks; the trail as an economic driver encouraging new investment in communities.

I urge you to to walk or bike the Farmington Canal Trail. You will see how it creates a new way to see and experience a community. Then dream — dream of a time when all the communities of our region are linked not just by roads, but also by pathways like this. Get involved with your community and encourage the completion of trails that have been started or planned. Your town deserves a trail; you deserve a trail.

Sandra M. Fry is principal transportation planner with the Capitol Region Council of Governments.

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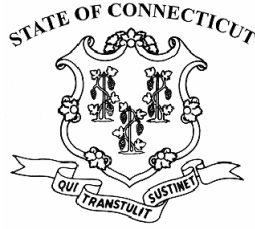


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Substitute Senate Bill No. 735

Public Act No. 09-154

AN ACT IMPROVING BICYCLE AND PEDESTRIAN ACCESS.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. (NEW) (*Effective July 1, 2009*) (a) For the purposes of this section:

(1) "Department" means the Department of Transportation;

(2) "Funds" means any funds from the Special Transportation Fund, bond allocations and any other source that is available for the construction, maintenance and repair of roads in this state;

(3) "User" means a motorist, transit user, pedestrian or bicyclist;

(4) "Bikeway" means any road, street, path or way which in some manner is specifically designated for bicycle travel, including the provision of a bicycle lane, regardless of whether such facility is designated for the exclusive use of bicycles or is to be shared with other modes of transportation; and

(5) "Total project cost" means the cost of the entire corridor plan project.

(b) Accommodations for all users shall be a routine part of the

Substitute Senate Bill No. 735

planning, design, construction and operating activities of all highways, as defined in section 14-1 of the general statutes, in this state.

(c) From funds received by the department or any municipality for the construction, restoration, rehabilitation or relocation of highways, roads or streets, a reasonable amount shall be expended to provide facilities for all users, including, but not limited to, bikeways and sidewalks with appropriate curb cuts and ramps. On and after October 1, 2010, not less than one per cent of the total amount of any such funds received in any fiscal year shall be so expended. The department or municipality shall take future transit expansion plans into account where appropriate. Notwithstanding the provisions of this subsection, such provisions shall not apply in the event of a state or municipal transportation emergency.

(d) The provision of facilities pursuant to subsection (c) of this section shall not be required if the Commissioner of Transportation or a municipal legislative body determines, with respect to a highway, road or street that: (1) Nonmotorized usage is prohibited; (2) there is a demonstrated absence of need; (3) the accommodation of all users would be an excessively expensive component of the total project cost; or (4) the accommodation of all users is not consistent with the state's or such municipality's, respectively, program of construction, maintenance and repair.

Sec. 2. (NEW) (*Effective July 1, 2009*) (a) There is established a Connecticut Bicycle and Pedestrian Advisory Board which shall be within the Department of Transportation for administrative purposes only.

(b) The board shall consist of eleven members appointed as follows: The Governor shall appoint five members and the speaker of the House of Representatives, the president pro tempore of the Senate, the majority leader of the House of Representatives, the majority leader of

Substitute Senate Bill No. 735

the Senate, the minority leader of the House of Representatives and the minority leader of the Senate shall each appoint one member. The members shall be electors of the state and have a background and interest in issues pertaining to walking and bicycling, one of whom shall be a representative of an organization interested in the promotion of bicycling, one of whom shall be a representative of an organization interested in the promotion of walking, one of whom shall be an owner or manager of a business engaged in the sale or repair of bicycles, one of whom shall be a representative of visually-impaired persons, one of whom shall be a representative of mobility-impaired persons, one of whom shall be a representative of transit workers and one of whom shall be a person sixty years of age or older.

(c) All members shall serve for a term of four years, except that of the members first appointed by the Governor, three members shall serve for an initial term of two years and two members shall serve for an initial term of three years. Any vacancy in the membership of the board shall be filled by the appointing authority for the unexpired term. Members shall receive no compensation for their services.

(d) The board shall, at its first meeting and annually thereafter, select a chairperson, vice-chairperson and secretary from among its members. The board shall meet at least once during each calendar quarter and at such other times as the chairperson deems necessary or upon the request of a majority of the members.

(e) The duties of the board shall include, but not be limited to, examining the need for bicycle and pedestrian transportation, promoting programs and facilities for bicycles and pedestrians in this state, and advising appropriate agencies of the state on policies, programs and facilities for bicycles and pedestrians.

(f) The board may apply for and accept grants, gifts and bequests of funds from other states, federal and interstate agencies, independent

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authorities and private firms, individuals and foundations, for the purpose of carrying out its responsibilities.

(g) The Department of Transportation shall assist the board in carrying out its responsibilities by making available department reports and records related to the board's responsibilities and, within available appropriations, printing the board's annual report, distributing copies of such report and mailing notices of the board's meetings.

(h) Not later than January 15, 2010, and annually thereafter, the board shall submit a report, in accordance with section 11-4a of the general statutes, to the Governor, the Commissioner of Transportation and the joint standing committee of the General Assembly having cognizance of matters relating to transportation on (1) the progress made by state agencies in improving the environment for bicycling and walking in this state, (2) recommendations for improvements to state policies and procedures related to bicycling and walking, and (3) specific actions taken by the Department of Transportation in the preceding year that affect the bicycle and pedestrian environment.

Sec. 3. (*Effective July 1, 2009*) On or before October 1, 2009, and on or before October 1, 2010, the Commissioner of Transportation shall submit (1) to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, and (2) to the Connecticut Bicycle and Pedestrian Advisory Board established by section 2 of this act, a list of transportation projects funded by the Special Transportation Fund established by section 13b-68 of the general statutes or Title 23 of the United States Code, including, but not limited to, the Interstate Maintenance Program, the National Highway Safety Program, the Congestion Mitigation and Air Quality Program and the Transportation Enhancement Program, which contain bicycle and pedestrian access. Such list shall include the project title, project scope, funding source, description and cost of the bicycle

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or pedestrian component of the project, and estimated time frame for completion of the project.

Approved June 30, 2009

Webinar on Road Diets

Sponsored by the Federal Highway Administration (FHWA) and the Pedestrian and Bicycle Information Center (PBIC) as part of an 8-part Webinar series intended to help communities address pedestrian safety issues through design and engineering solutions.

Instructor: Peter Lagerway, Senior Planner, Toole Design Group, formerly bicycle and Pedestrian Program Manager for the City of Seattle for 25 years.

Webinar Information Regarding Traffic Volumes:

Ok, traffic volumes, and this is kind of interesting. This is something that comes up in just about every road diet. In this particular case, they had about 20,000 vehicles per day (ADT). Initially, it went down to 18,100 and then slowly edged up to about 21,000. This little pattern is very typical. When you first do a road diet, there's a worry that it will be congested and people take another route. Then people discover that it works really well and is not a problem, they come back, and it goes up to what it was before and a little more sometimes, because it might actually work better. I'll talk a little bit about the numbers, because people always ask what works for a road diet and what doesn't. Before throwing out a couple numbers, what I'm going to suggest is a few things you want to look at, because different roads are going to have different numbers for when it's appropriate to do a road diet. A couple of rules of thumb: if you have a lot of left turn movement, if you're in an urbanized situation with a lot of left turns, short blocks, a signal at every corner in a downtown situation, then you can probably go quite a bit higher on a road diet. **In some situations, you can go up to 24 or 25,000** and still maintain that after the road diet if it's a very urbanized situation and you have a lot of left turn movement. On the other hand, if you're in a very suburban situation and say you're going along a lake or you're paralleling a railroad track or river and there's virtually no left turns, then putting in a left turn lane could be silly, because nobody's making the left turn, but it could also significantly change the capacity of that street. So if you take away a lane it could really affect the capacity. So there's really a range, but in general, **anything under 15,000 it doesn't matter the situation at all.** If you have 15,000 ADT, you're probably really safe doing a road diet. If you have even a moderate number of left turns and signals from time to time, and this is most streets, certainly going up to 20-21,000 is going to be fine. Again, you can get up to 24-25,000 in some situations.

One word of caution: when you do a road diet, you need to pay a lot of attention to the signalization. If you do a road diet and you don't address the signal at the same time, you could have some pretty massive backups. The public reaction will be not that there is a problem with the signal, but with the road diet and they will want to get rid of it and think it's the worst thing to ever happen. When you start looking at the cost of the road diet, budgeting for it, and thinking it through, sometimes actually the signalization work is going to cost you more than just the re-channelization and paint, especially if you're doing the re-channelization as part of a repaving project, it really may not be any additional expense to rearrange the channelization. What you really need to look at, and I can't stress this enough, is to look at the signals, the left turn movements, do your counts, do your analysis, and see if you need to put in a left turn arrow and whatever needs to be done to get the signal working so your road diet doesn't backfire and you end up not being able to do the road diet because of that.

Proposed CT DOT Initiatives to Support Bicycle & Pedestrian Options

The Connecticut Department of Transportation is proposing to modify some of its policies, programs, and practices to be more supportive of non-motorized travel modes. The changes are part of the Department's efforts to develop a more balanced multi-modal transportation system, and to support state goals of livable and sustainable communities. With the changes, the Department will become more proactive in planning, designing, and funding programs and projects that make it safer and more convenient for residents to walk and bicycle in Connecticut.

To date, most of the advances in developing a more bicycle and pedestrian-friendly environment in Connecticut have come at the local and regional level. As progress has been made at those levels, the need for state-level planning and coordination has grown. Individual towns have completed sections of statewide multi-use trails within their respective towns, but critical gaps remain where special engineering challenges exist or where towns have been unable to build sections within their boundaries. Bicycle access and storage opportunities at transit centers and on transit vehicles vary from station to station and from transit operator to transit operator. Inadequate funding has also contributed to the slow progress of statewide trails and the provision of bicycle and pedestrian accommodations where needed. The proposed policy changes are intended to address these and related problems.

This initiative is not intended to be a comprehensive or all encompassing bicycle and pedestrian policy. Rather, it is intended to outline a significant shift in the Department's multi-modal strategy to one more supportive of bicycle and pedestrian needs. It is also intended to develop a more rational approach to identifying high priority state-level needs, and allocating scarce resources to meet those needs.

There are six changes the Department is considering. The six are listed below. What follows is a ***brief*** explanation of each. More detail will be provided in the individual draft policy statements or memos that will be made available shortly.

Proposed changes:

- a. **DEP-DOT collaboration:** more collaboration between these two state agencies.
- b. **STP-Enhancement funding:** reserve funds for state bicycle-pedestrian projects
- c. **STP-Urban funding:** allow the use of Urban funds for bicycle-pedestrian projects
- d. **DOT sidewalk policy:** allow funding of sidewalks where appropriate & financially feasible
- e. **Design manual:** revise manual to fully address bicycle-pedestrian needs
- f. **Quick fix program:** initiate new program to quickly respond to small bicycle/pedestrian mobility problems

DEP-DOT Collaboration

The CT Department of Environmental Protection (DEP) and the CT Department of Transportation have a common interest in bicycle and pedestrian issues. For example, DEP administers a recreational trail program that includes hiking trails as well as multi-use trails, and DOT administers the STP-Enhancement program that can be a source of funds for multi-use trails. It is to the benefit of both agencies to collaborate on how to develop and complete a statewide trail system, as well as other efforts to increase opportunities for walking and biking in Connecticut.

It is proposed to foster more collaboration between the two agencies by identifying common interests and developing ways to jointly advance those interests. The initial effort will be focused on filling critical gaps in the statewide trail system.

STP-Enhancement Funding

The current practice allocates all STP-Enhancement funds to regions to be used for a variety of projects types such as streetscapes, historic preservation of transportation facilities, and bicycle and pedestrian projects. The Department proposes to change this approach to reserve at least 50 percent of the funds for bicycle and pedestrian projects that are of statewide significance. The Department would administer the dedicated funds and do project selection, provide nonfederal matching funds, and project management. Project selection would be done in consultation with DEP and other appropriate stakeholders. An important initial use for the funds would be to build multi-use trails that fill gaps in the statewide trail network. It will give the Department a dedicated source of funds to address critical bicycle and pedestrian needs that are difficult to resolve at the regional level.

STP-Urban Funding

The STP-Urban program is a federal funding program in which all the funds are allocated to the regional planning agencies and those agencies are responsible for project selection and program administration. The Department has not previously allowed the use of STP-Urban funds for bicycle and pedestrian projects. The Department proposes to amend this restriction and allow regions more flexibility to fund bicycle and pedestrian projects as appropriate. This will give regional planning agencies more latitude and financial ability to advance bicycle and pedestrian programs in their regions.

DOT Sidewalk Policy

The Department's current sidewalk policy allows replacement of existing sidewalks along state highways and local roads, but makes construction of 'new' sidewalks on state and local roads more difficult financially. It allows federal funds to be used for new sidewalks if the need for sidewalks is demonstrated, but it withholds state funds. Municipalities that want to add sidewalks must provide the full nonfederal share. This proposal would eliminate the extra municipal requirement, and construct the sidewalk using the federal/state/local cost sharing ratio that is the practice under the respective funding program.

The change in state match policy will not change the current requirement that municipalities must maintain sidewalks along state highways. Just as municipalities do not have the resources to remove snow and maintain sidewalks on local roads, the Department does not have the staff or resources to do snow removal and maintenance on sidewalks along state roads. Snow removal and maintenance responsibilities must be assumed by the municipality or the abutting property owner.

Design Manual

The Department is in the process of revising and updating its design manual. The revisions will be done to provide more guidance to designers on how to design facilities to accommodate bicycle and pedestrian travelers comfortably and safely. It will also encourage engineers to design streets that serve non-motorized travel as well as motor vehicles, and to strive to meet the goals of complete streets policies.

Quick Fix Approach

The Department is frequently asked to respond to complaints from cyclists and pedestrians regarding problems they encounter while traveling on state roads. In the past, the Department's response to such requests has been limited by financial constraints. The Department proposes to improve how it responds by developing a formal response policy and a committing to undertake a number of "quick fix" problem reviews and corrective actions. These low-cost quick-fix solutions will not be appropriate or sufficient for many of the problems identified. However, quick-fix solutions will be appropriate for some locations. It is expected that the Department will correct a number of such problems each year as part of its annual operating program.



Which Federal Program is Right for My Project?

	Transportation Enhancements (TE)	High-Priority Projects (HPPs)	Congestion Mitigation and Air Quality Improvement (CMAQ)	Non- TE Surface Transportation Program (STP)	Safe Routes to Schools (SRTS)	Recreational Trails Program (RTP)	Highway Safety Improvement Program (HSIP)	Section 402-- State and Community Highway Safety Grant Program
Percent of Federal Bike/Ped Funding ¹	41.0%	20.8%	16.0%	9.9%	6.8%	3.0%	0.8%	n/a
Program Purpose	To expand travel choice and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure.	To fund key transportation projects deemed important by elected officials.	To fund transportation projects to improve air quality and reduce traffic congestion in areas that do not meet air quality standards.	To provide flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.	To enable and encourage children to walk and bicycle to school; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.	To provide funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.	To fund highway safety projects aimed at reducing highway fatalities and serious injuries.	To create safety programs aimed at reducing crashes, deaths, injuries, and property damage.
Eligible Infrastructure	All bike/ped infrastructure that has a relationship to surface transportation (as opposed to recreation alone)	All bike/ped infrastructure	Most bike/ped infrastructure including bike paths, lanes, racks, lockers, bike sharing programs	All bike/ped infrastructure	Bike/ped infrastructure within a 2 mile radius of the school	Bike trails, trailside and trailhead facilities, both development and maintenance	Bike lanes, bike parking, crosswalks and signage	None
Eligible Non-Infrastructure	Safety and educational programs for pedestrians and cyclists are also eligible	None	Most bike/ped programs and "outreach related to safe bicycle use," and "establishing and funding State bicycle/pedestrian coordinator positions..."	All bike/ped programs	Encouragement, Enforcement and Education activities, for children in grades K-8	Trail construction and maintenance equipment; land and easement acquisition; safety and environmental education; assessment of trail conditions; state program administration	States can spend 10 percent of their HSIP funds on public awareness campaigns, education programs and enforcement activities	Safety programs such as bike or pedestrian safety education, helmet distribution, or distribution of safety information
Key Project Requirements	Must relate to surface transportation, and must comply with all federal administrative laws that apply to highway projects	No official requirements, but offices need to know how the project will help their community and that local officials endorse the project	1) Must be spent in non-attainment and maintenance areas. 2) Will be evaluated on air quality emissions	n/a	Focus is on making it safer for more children (grades K-8) to walk and bicycle to school	30% of state's funding must be used for nonmotorized trail projects; 30% for motorized; 40% for projects that encourage diversity of use of trail corridor, trailhead, etc. (categories may overlap); projects encouraged to have environmental benefit and use youth conservation and service corps	Project must address goals written in State Highway Safety Plan (SHSP)	Project must address goals written in State Highway Safety Plan (SHSP)
Process Timing	Different in every state; see www.enhancements.org/Stateprofile.asp to learn about your state	HPPs are decided every 6 years with the transportation bill; Appropriations projects are similar to HPPs, but are decided annually with the appropriations bill	Different in every state and MPO	n/a	Different in every state	Varies by state	HSIP Projects decided every year. SHSP updated every year as well.	n/a
Local Match Required	Varies, usually 20%	No match requirement, but projects with a local match are generally prioritized	Typically 20%	20%	None	Typically 20%; some 50%	10%	n/a
Who Should I Talk to About This?	State TE Coordinator	Congressional Office	MPO to find out who runs your CMAQ Program	Bike/Ped Coordinator	DOT SRTS Coordinator	State Trail Administrator	Bike/Ped Coordinator, HSIP Manager	DOT Traffic Safety Office
For More Info: ²	National Transportation Enhancements Clearinghouse	Congressional Office	"Congestion Mitigation and Air Quality Improvement Program," Advocacy Advance Report	n/a	Safe Routes to School National Partnership	FHWA Web site: www.fhwa.dot.gov/environment/recretrails/index.htm	"Highway Safety Improvement Program," Advocacy Advance Report	"Section 402," Advocacy Advance Report

¹ FY2009. Does not include Recovery Act funds.

² All Advocacy Advance Reports can be found at www.bikeleague.org/resources/reports

What Program Is My Project Eligible For?



	Transportation Enhancements	Congestion Mitigation and Air Quality Improvement (CMAQ)	Surface Transportation Program	Safe Routes to Schools	Recreational Trails Program	Highway Safety Improvement Program (HSIP)	State and Community Highway Safety Grant Program (Section 402)	National Highway System	Scenic Byways	Federal Lands Highway Program	Highway Bridge Program	Trans. and Community and System Preservation State/Metropolitan Planning Funds	Access to Jobs/ Reverse Commute (JARC)	Federal Transit Capital	Transit Enhancements
Bicycle and pedestrian plan		*	*								*	*			
Bicycle lanes on roadway	*	*	*	*		*		*	*	*	*			*	*
Paved shoulders	*	*	*	*				*	*	*					
Signed bike route	*	*	*	*				*	*	*					
Shared use path/trail	*	*	*	*	*			*	*	*					
Single track hike/bike trail					*										
Spot improvement program	*	*	*	*			*								
Maps		*	*	*											*
Bike racks on buses	*	*	*										*	*	
Bicycle parking facilities	*	*	*	*				*					*	*	
Trail/highway intersection	*	*	*	*	*	*		*	*	*					
Bicycle storage/service center	*	*	*	*							*		*	*	*
Sidewalks, new or retrofit	*	*	*	*			*	*	*	*			*	*	
Crosswalks, new or retrofit	*	*	*	*			*	*	*				*	*	
Signal improvements	*	*	*	*			*								
Curb cuts and ramps	*	*	*	*			*								
Traffic calming			*	*							*				
Coordinator position		*	*	*							*				
Safety/education position		*	*	*											*
Police patrol			*	*											*
Helmet promotion	*		*	*											*
Safety brochure/book	*	*	*	*	*										*
Training	*	*	*	*	*										*

Follow ups from previous meetings:

Vendor Carts on Trails: we received no input to our queries. Things to consider on this topic:

- What do your ordinances allow on other public right of way?
- How do your business licensing procedures address this type of use?
- Will vendors along the trail encourage trail users to stop longer in town, or will they encourage trail users to stop only briefly, and keep them from exploring your town?

Center line on trails:

AASHTO Guide for the Development of Bicycle Facilities:

- A 4 inch wide yellow center line is particularly beneficial in the following circumstances:
 - For heavy volumes of bicycles and/or other users
 - On curves with restricted sight distance
 - On unlighted paths where nighttime riding is expected.
- White edge lines can be very beneficial where bicycle traffic is expected during early evening hours.
- Follow the MUTCD Guidance

2009 MUTCD:

Section 9C.03 Marking Patterns and Colors on Shared-Use Paths

Option:

⁰¹ Where shared-use paths are of sufficient width to designate two minimum width lanes, a solid yellow line may be used to separate the two directions of travel where passing is not permitted, and a broken yellow line may be used where passing is permitted (see Figure 9C-2).

Guidance:

⁰² *Broken lines used on shared-use paths should have the usual 1-to-3 segment-to-gap ratio. A nominal 3-foot segment with a 9-foot gap should be used.*

⁰³ *If conditions make it desirable to separate two directions of travel on shared-use paths at particular locations, a solid yellow line should be used to indicate no passing and no traveling to the left of the line.*

⁰⁴ *Markings as shown in Figure 9C-8 should be used at the location of obstructions in the center of the path, including vertical elements intended to physically prevent unauthorized motor vehicles from entering the path.*

Option:

⁰⁵ A solid white line may be used on shared-use paths to separate different types of users. The R9-7 sign (see Section 9B.12) may be used to supplement the solid white line.

⁰⁶ Smaller size letters and symbols may be used on shared-use paths. Where arrows are needed on shared-use paths, half-size layouts of the arrows may be used (see Section 3B.20).

Figure 9C-2. Examples of Center Line Markings for Shared-Use Paths

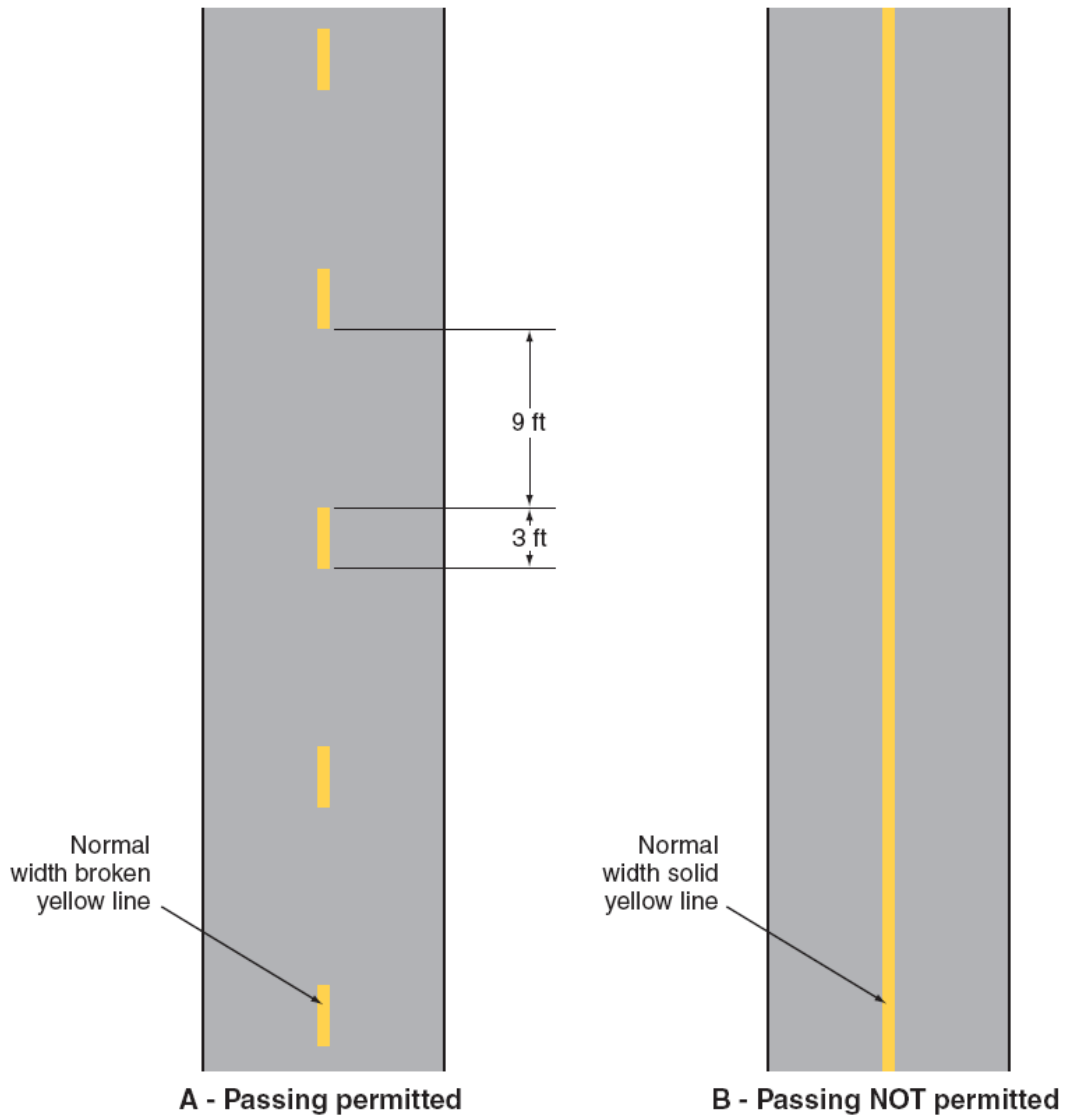
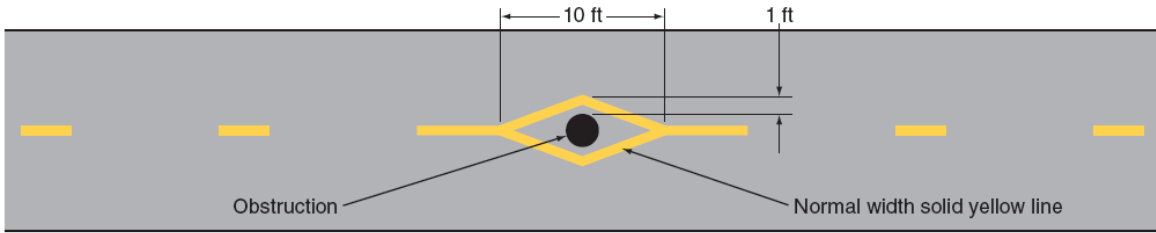
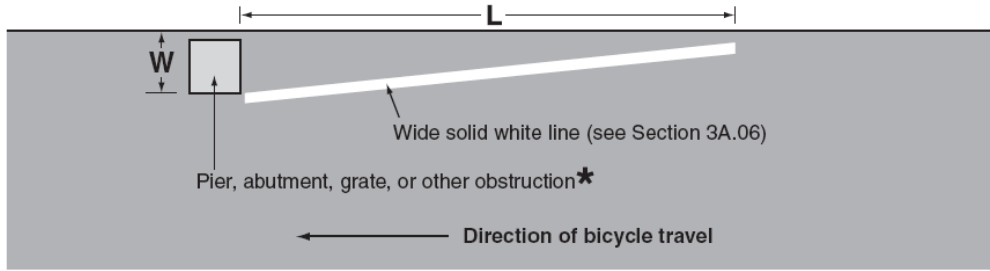


Figure 9C-8. Examples of Obstruction Pavement Markings



A - Obstruction within the path



B - Obstruction at edge of path or roadway

$L = WS$, where W is the offset in feet and S is bicycle approach speed in mph

* Provide an additional foot of offset for a raised obstruction and use the formula $L = (W+1) S$ for the taper length



R9-7